



"The City With a Heart"

Jessica Barnes-Lopez, Chair  
Mark Howard, Vice Chair  
Tom Hamilton, Committee Member  
Melody Blanchard, Committee Member  
Richard Sequine, Committee Member

## **AGENDA**

### **TRAFFIC SAFETY AND PARKING MEETING**

**March 1, 2017**  
**7:00 p.m.**

**Meeting location: City Hall, Conference Room 115**

Traffic Safety and Parking Committee (TSPC) meetings are conducted in accordance with Roberts Rules of Order Newly Revised and Traffic Safety and Parking Committee Rules of Procedure. You may address any agenda item by standing at the microphone until recognized by the Chair. All regular TSPC meetings are recorded. You may listen to recordings in the Public Works Office. In compliance with the Americans with Disabilities Act, individuals requiring reasonable accommodation for this meeting should notify us 48 hours prior to meeting. Notices, agendas, and records for or otherwise distributed to the public at a meeting of the TSPC will be made available in appropriate alternative formats upon request by any person with a disability. Please make all requests to accommodate your disability to the Public Works Office 650-616-7065.

**1. CALL TO ORDER/ROLL CALL**

**2. REVIEW OF AGENDA**

**3. APPROVAL OF MINUTES –**

A. Minutes of February 1, 2017 meeting.

**4. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA –**

This is for public comment on matters concerning traffic safety, parking and transportation issues. The Brown Act prohibits the TSPC from discussing or acting upon any matter not on the agenda.

**5. REGULAR BUSINESS –**

- A. Request for Red Curb at the Intersection of San Mateo Avenue / Kains Avenue
- B. Request for Red Curb on Linden Avenue near City Hall Fire Station
- C. Election of Officers for 2017

**6. REPORT OF COMMISSIONS, BOARDS AND COMMITTEES –**

**7. COMMENTS FROM COMMITTEE MEMBERS -**

**8. COMMENTS FROM STAFF-**

**9. ADJOURNMENT –**

The next regular meeting of the Traffic Safety and Parking Committee will be held on April 5, 2017, 7:00 p.m. at Conference Room 115, San Bruno City Hall.

**Posted and Mailed 2/24/17**



## TRAFFIC SAFETY AND PARKING COMMITTEE MINUTES

Wednesday, February 1, 2017 - 7:00 pm

San Bruno City Hall  
567 El Camino Real  
San Bruno, CA 94066

## MINUTES

### 1. ADMINISTRATIVE ACTIONS -

#### A. ROLL CALL

<u>TSPC Members:</u>	<u>Present</u>	<u>Absent</u>
Jessica Barnes-Lopez (Chair)		X
Mark Howard (Vice-Chair)		X
Tom Hamilton	X	
Melody Blanchard	X	
Richard Seguine	X	

#### Staff in Attendance:

David Wong, Public Services Department  
Jimmy Tan, Public Services Department  
Ryan Johansen, Police Department

City Council Liaison: Irene O'Connell

Public in Attendance Total: 5

### 2. REVIEW OF AGENDA

Approved as submitted.

### 3. APPROVAL OF MINUTES

Approval of the January 4, 2017 meeting minutes made by Richard Seguine. Second by Tom Hamilton. (M/Seguine, S/Hamilton: 3-0-0) Approved.

### 4. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Stephen Seymour, 240 Mastick Avenue, is very concerned about the issues of limited parking on his street. There are a number of families that have five or more cars per household and there needs to be a solution to this problem. He is having a meeting at the Entrepreneurial Center on San Mateo Avenue on 2/12/17 at 1 pm for 2-3 hours and the Committee is invited to attend.

Marty Medina, 456 Garden Avenue, stated the parking problem is serious. The City-wide parking issue will be on the February 28<sup>th</sup> City Council agenda. It would be ideal if two members of the TSPC attended this meeting in anticipation of the assignment of a sub-committee to address parking issues.

In reference to speeding concerns in San Bruno, there was an email sent to City staff regarding "speed lumps", which are similar to speed bumps, but have an indentation in the middle of the hump for emergency vehicles to utilize. They are currently installed in Fremont. He requested the issue of speeding be placed on the TSPC agenda for review.

Tom Hamilton stated these problems are an ongoing issue and the TSPC will work to find a solution.

City Council member Irene O'Connell introduced herself as the TSPC liaison for 2017 and stated she is available to assist the Committee in any way she can.

## **5. REGULAR BUSINESS**

### **A. Receive Report Regarding Discussion of Traffic Speed and Head-On Collision Concerns along Crystal Springs Road between Crestmoor Drive and Cunningham Way**

David Wong stated in May 2016, the City received a request to evaluate the upper Crystal Springs Road due to traffic speeds and the potential for head-on crashes due to roadway departure concerns. According to the resident, Crystal Springs Road between Crestmoor Drive and Cunningham Way would benefit from the installation of radar speed signs and grooves along the centerline of the road. Traffic speed concerns along Crystal Spring Road were previously addressed during the Traffic Safety and Parking Committee (TSPC) meeting on April 2012. The TSPC recommendation from that meeting was to install removable electronic speed feedback signs when budget becomes available.

David Wong reviewed the street conditions, speed survey findings and collision history for the location with the Committee. Potential safety enhancements could include additional striping, additional signage, installation of transverse rumble strips prior to horizontal curves, and installation of centerline rumble strips. Staff recommends the TSPC review these options for potential implementation.

Tom Hamilton stated the missing raised pavement markers have increased the problem of speeding, especially at the upper end of Crystal Springs, as well as traveling over the center line. He asked what the difference is between the center line rumble strip and the pavement dots.

David Wong stated the installation of rumble strips requires a smooth pavement surface to install. The cost difference would have to be researched.

Richard Seguire asked if there are any stop signs traveling eastbound on Crystal Springs Road from the top of Crestmoor down to the church. Tom Hamilton replied there is a stop sign on Crestmoor Drive at London Court and then there is no stop until you reach the Senior Center.

Richard Seguire asked if there are intersecting roadways besides the county park entrance. David Wong stated there is also the entrance to the apartments at the top of Crystal Springs.

Richard Seguire asked if arterial stop signs would slow drivers down. Tom Hamilton replied that stop signs are not usually installed to prevent speeding. There is not a lot of traffic coming in and out of the park. The missing dots are the primary problem with speeding.

## **PUBLIC COMMENT PERIOD OPENED**

Evelyn Velasquez, 2000 Crystal Springs Road #11-12, stated has been contacting City staff regarding the speed problem for years. The street is not safe. Drivers are always coming into the opposite lane. The missing bots need to be replaced. There is no stop sign preventing people coming down Crestmoor from speeding. Installing the center line rumble strips is a great idea; the noise would not be a problem because the apartment complex replaced all the windows with double paned glass.

#### **PUBLIC COMMENT PERIOD CLOSED**

Tom Hamilton made a motion to accept all of the staff recommendations of striping and signage as listed in the staff report and approve the installation of missing bot dots as needed, and increase police enforcement on Crystal Springs Road. Second Melody Blanchard (M/Hamilton, S/Blanchard: 3-0-0) Approved.

#### **B. Request for Blue Zone on 1600 Santa Lucia Avenue**

David Wong stated the City received a request by St. Andrews Episcopal Church, located on 1600 Santa Lucia Avenue, to extend the existing on-street blue zone by one vehicle length. According to the Reverend, adding an additional blue zone would allow the church to better serve their patrons. The church serves not only Sunday service patrons but also an additional afternoon Sunday church group, three Alcoholics Anonymous groups and a preschool that operates Monday through Friday. This additional blue zone would be located directly in front of the accessible pathway leading to the main church entrance. The existing street conditions and a review of the installation of a blue zone in front of 1600 Santa Lucia Avenue was evaluated under the special parking restriction policies developed by the TSPC in December 2009. The local parking availability is good and there is no on-site ability to provide handicapped parking, so staff suggests the TSPC recommend the extension of blue zone by one vehicle length in the frontage of the church entrance.

#### **PUBLIC COMMENT PERIOD OPENED**

Dale McAfee, 539 Bayview Avenue, Millbrae, is the grounds keeper for the church. He stated the blue zone should not create a problem for the local residents. There is plenty of parking.

#### **PUBLIC COMMENT PERIOD CLOSED**

Richard Seguire made a motion to accept the staff recommendation for the extension of blue zone by one vehicle length in the frontage of the church entrance. Second by Tom Hamilton. (M/Seguire, S/Hamilton: 3-0-0) Approved.

#### **C. Installation of Rectangular Flashing Beacons adjacent to Portola Elementary and Parkside Intermediate School**

David Wong stated the City was requested by the San Bruno Community Foundation to identify potential locations that could benefit from the installation of rectangular rapid flashing beacons (RRFB). The main pedestrian routes taken by children attending Portola Elementary and Parkside Intermediate School require children to walk across uncontrolled crossings. Installation of RRFBs at these locations would enhanced the safety of children utilizing these crossings by increasing motorist awareness of potential pedestrian conflicts. The existing street conditions and collision history were reviewed with the Committee, as well as the Rectangular Rapid Flashing Beacon (RRFB) evaluation findings for the location.

Richard Seguire stated he lives across the street from Portola Elementary and there are very few kids trying to cross the street. Most parents pick up their kids so the traffic is backed up and very slow. The flashing beacons do not really seem necessary here.

Tom Hamilton stated he drops off his child each day at Parkside and the flashing beacons would help increase safety. He also thinks it would help at Portola.

Jimmy Tan stated parents are volunteering to assist with crossing the children at these schools.

Ryan Johansen asked if Belle Air School was considered for the flashing beacons, as he has been called to at least 4 pedestrian/vehicle collisions at this school in the last two years. He has been to none at Parkside or Portola.

Richard Seguire stated that Belle Air School may benefit from this more than Portola.

Tom Hamilton asked if the crest of the hill at Portola would be part of the reason for the decision to install the beacons there. Richard Seguire replied that most of the drivers are coming up the hill.

Ryan Johansen stated that flashing beacons are not usually installed because of visibility issues from the crest of a hill.

Irene O'Connell asked where the incidents near Belle Air School took place. Ryan Johansen stated two of the incidents occurred at Third and Pine and another at Third and Angus. All the students that were hit were coming to or from school.

Ryan Johansen clarified that these improvements are at no cost to the City. David Wong confirmed this.

Tom Hamilton made a motion to accept the staff recommendation for yield line and red curb striping as indicated on the proposed improvements at both Portola Elementary and Parkside Middle Schools and that there is no recommendation for the installation of the flashing beacons at this time. Recommendation is made for similar analysis to be performed at Belle Air School and then presented to the TSPC for discussion at a future meeting. Second by Melody Blanchard. (M/Hamilton, S/Blanchard: 3-0-0) Approved.

Tom Hamilton stated there is a long red zone listed for proposed installation at Portola. Parking is a premium. Ryan Johansen said there is a vision obstruction for pedestrians from the corner to Donner and this is a key line of sight issue. Safety of kids is priority.

**D. Meeting Calendar for 2017**

Tom Hamilton stated all the meetings should be scheduled and then we can decide month to month if we need to skip a month. Tom Hamilton made a motion to accept the calendar as submitted. Second by Melody Blanchard. (M/Hamilton, S/Blanchard: 3-0-0) Approved.

**E. Election of Officers for 2017**

Postposed to the next meeting.

**6. REPORT OF COMMISSIONS, BOARDS AND COMMITTEES**

None

**7. COMMENTS FROM COMMITTEE MEMBERS**

Tom Hamilton stated he appreciates the additional items listed on the agenda by staff.

**8. COMMENTS FROM STAFF**

None

**9. ADJOURNMENT**

Motion: To adjourn the Traffic Safety and Parking Committee (TSPC) meeting until its next regular scheduled meeting on March 1, 2017 at 7 p.m. (M/Seguine, S/Hamilton): 3-0-0 - Approved. Meeting adjourned, 8:00 pm.



## Staff Report to Traffic Safety and Parking Committee

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**DATE:** March 1, 2017

**TO:** Traffic Safety and Parking Committee

**FROM:** David Wong, Associate Civil Engineer

**SUBJECT:** Item 5A – Installation of Red Curb at the Intersection of San Mateo Avenue / Kains Avenue

### **BACKGROUND:**

The San Bruno Police Department has requested the installation of red curb along the southeast corner at the intersection of San Mateo Avenue / Kains Avenue as the roadway configuration is unable to accommodate both northbound San Mateo Avenue traffic and curbside parking. The current roadway configuration was a result of the San Bruno Grade Separation Project that commenced construction in late 2010. In addition to providing elevated train tracks above San Bruno Avenue, the project also modified the intersection of San Mateo Avenue / Kains Avenue to improve traffic circulation.

Prior to the San Bruno Grade Separation Project, the intersection of San Mateo Avenue / Kains Avenue was a three-way intersection that terminated at the Artichoke Joe's parking lot (See Attachment 1). Huntington Avenue intersected with San Mateo Avenue approximately 100 feet to the north of the Kains Avenue intersection. In 2013, the roadway configuration of two separate three-way intersections of San Mateo Avenue with Kains Avenue and Huntington Avenue was reconfigured into a single four-way intersection (See Attachment 2). This intersection was configured as an all-way stop controlled intersection with one lane of travel in each direction. The final reconfiguration of this intersection occurred in 2014 and resulted in the addition of a left turn pocket for southbound San Mateo Avenue traffic (See Attachment 3). With the inclusion of this turn pocket, a centerline median was painted on the south leg of this intersection in order to align northbound San Mateo Avenue traffic across the intersection.

The Police Department is requesting that the Traffic Safety and Parking Committee review their request for red curb at the intersection of San Mateo Avenue / Kains Avenue. The proposed red curb location would prevent northbound San Mateo Avenue traffic from coming into conflict with vehicles parked curbside due to insufficient travel lane width. Notifications were mailed to residents and businesses within the affected area in order to provide the public with an opportunity to share their observations and experiences.

### **DISCUSSION:**

San Mateo Avenue is a collector roadway that functions as the City's main downtown corridor. The roadway is generally 44-foot wide with 2-lanes of travel, a speed limit of 25 mph and parking on both sides of the road. Within the vicinity of the red curb request the roadway narrows down to 36 feet with 2-lanes of travel and a painted center median. While the southbound travel lane is a constant 13 feet in width, the median and northbound travel lane

varies in width in order to align northbound San Mateo Avenue traffic across the intersection. The northbound travel lane at the driveway to Artichoke Joe's measures 18 feet in width and tapers down to 15 feet at the intersection with Kains Avenue. As the adjacent curb is currently unmarked, vehicles are often parked adjacent to the curb and vehicles traveling northbound are forced to either drive over the painted median or past very close to those parked vehicles (See Attachment 4). While the installation of red curb at the requested location would result in the loss of three parking spaces, the recent reconfiguration of this intersection to accommodate a southbound left turn lane does not allow for curbside parking to remain adjacent to the northbound travel lane.

**RECOMMENDATION:**

Staff suggests the TSPC recommending the City Council's review and approval of red curb north of the Artichoke Joe's Driveway to the intersection with Kains Avenue.

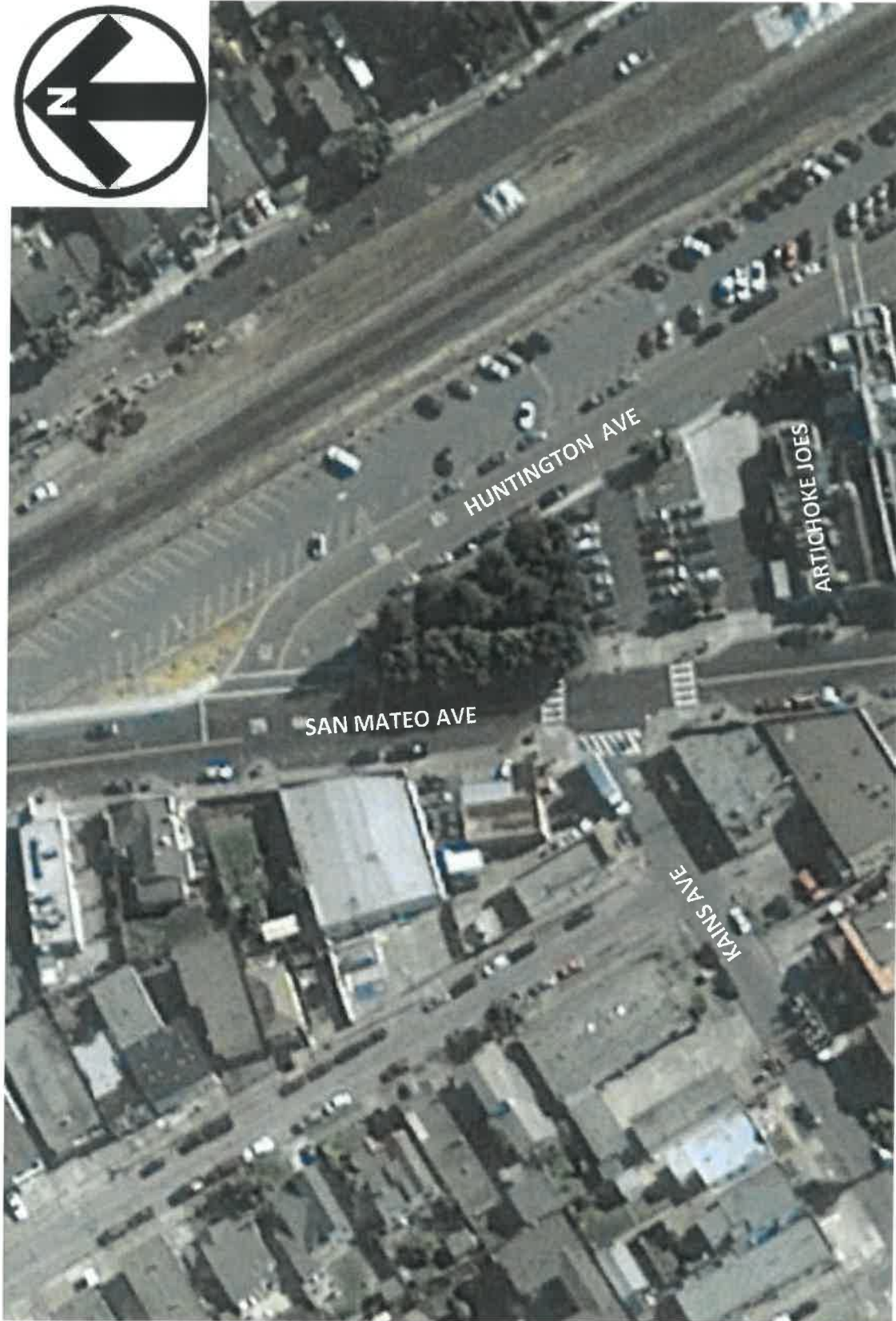
**DATE PREPARED:**

February 24, 2017

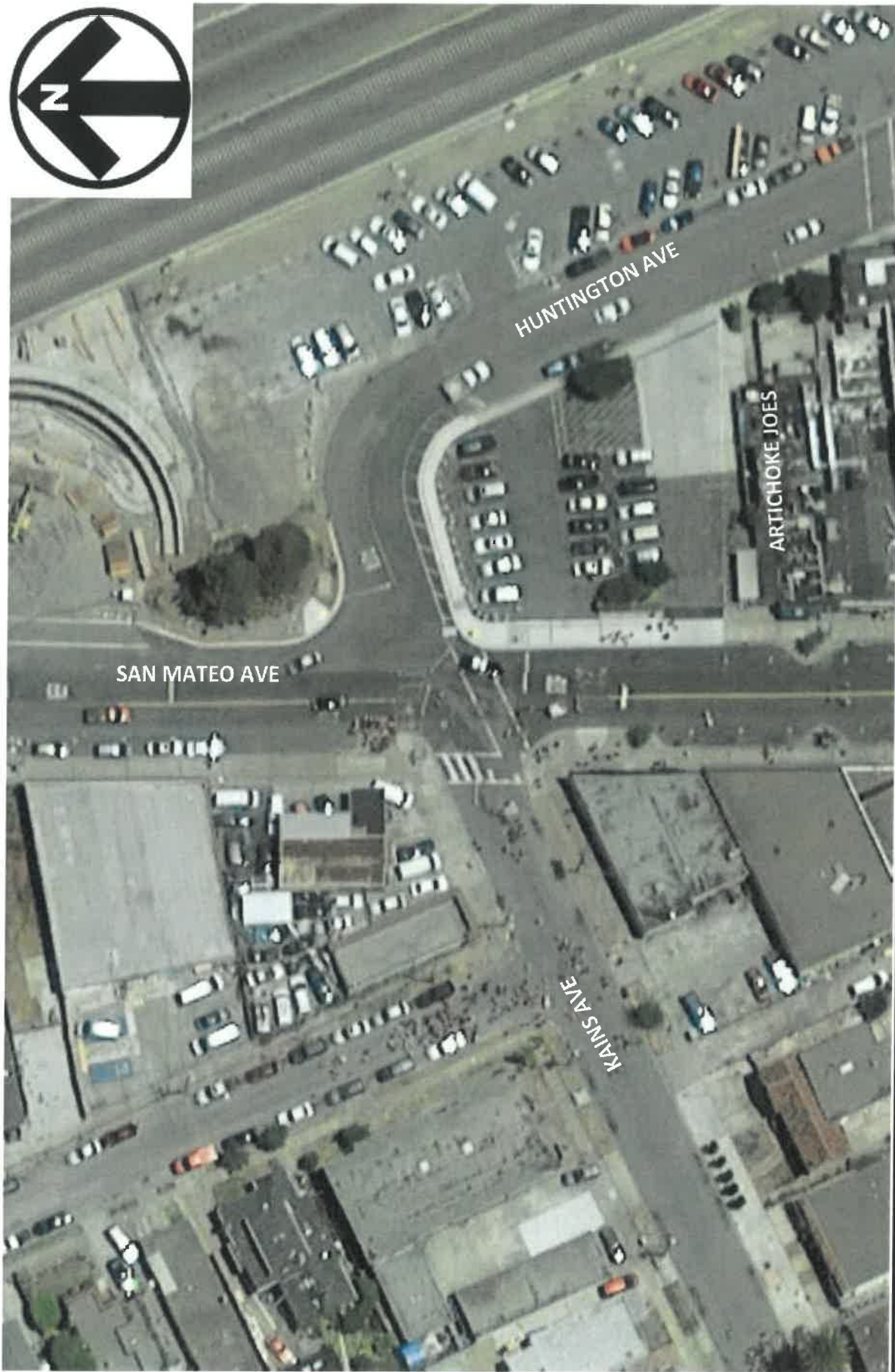
**ATTACHMENTS:**

1. Vicinity Map (January 2011)
2. Vicinity Map (June 2013)
3. Vicinity Map (November 2016)
4. Photo (Requested Red Zone)





**ATTACHMENT 1**  
**Vicinity Map (January 2011)**



## **ATTACHMENT 2**

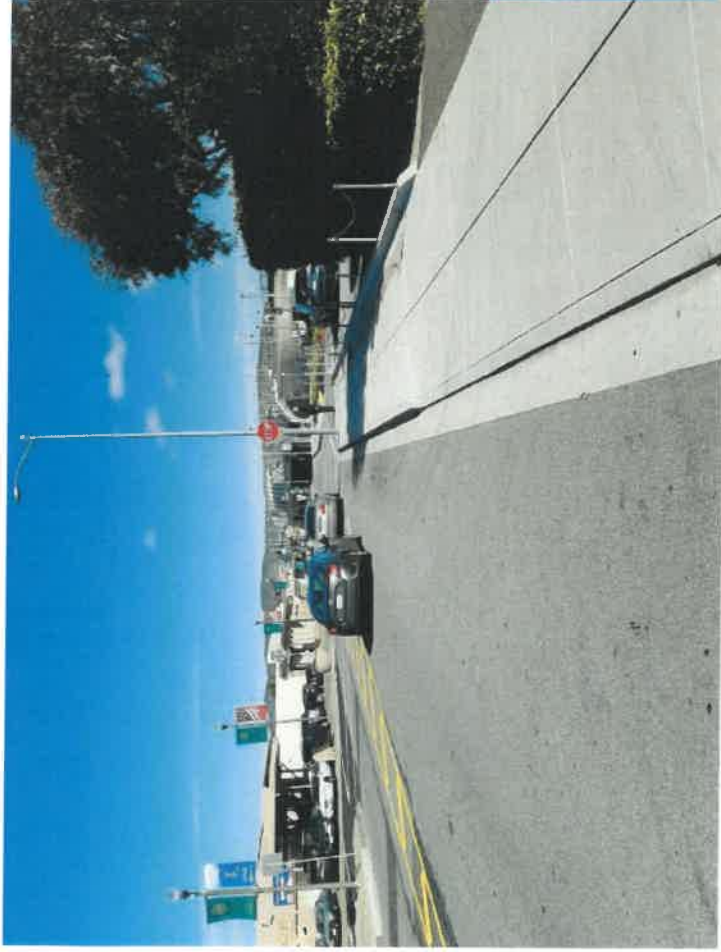
### **Vicinity Map (June 2013)**





## ATTACHMENT 3

### Vicinity Map (November 2016)



**ATTACHMENT 4**  
**PHOTO (REQUESTED RED ZONE)**





## **Staff Report to Traffic Safety and Parking Committee**

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**DATE:** March 1, 2017  
**TO:** Traffic Safety and Parking Committee  
**FROM:** David Wong, Associate Civil Engineer  
**SUBJECT:** Item 5B – Installation of Red Curb on Linden Avenue near City Hall Fire Station

### **BACKGROUND:**

The San Bruno Fire Department has requested the installation of red curb on Linden Avenue near the City Hall Fire Station due to concerns related to emergency vehicle ingress from Linden Avenue to the fire station. To enter the fire station, emergency vehicles heading south on Linden Avenue drive along the curbside in order to make a sweeping left turn movement due to the large turning radius of their emergency vehicles. Currently, a portion of the curb segment near the fire station driveway is unmarked and vehicles are often parked and blocking the preferred driving path taken by fire department personnel (See Attachment 2). The obstruction caused by a parked vehicle requires that an emergency vehicle swerve to the right once past the obstruction and is followed by an immediate sweeping left turn movement into the fire station. These rapid turning movements in conjunction with an uneven pavement surface caused by a steep roadway crown creates a large amount of torsional stress on fire department vehicles. Due to the torsional stress, emergency vehicles are experiencing increased wear and are more frequently out of service for maintenance purposes.

The Fire Department is requesting that the Traffic Safety and Parking Committee review their request for red curb on Linden Avenue near the City Hall Fire Station. The proposed red curb location would reduce the torsional stress on fire department emergency vehicles and result in less emergency vehicle maintenance. Notifications were mailed to residents and businesses within the affected area in order to provide the public with an opportunity to share their observations and experiences.

### **DISCUSSION:**

Linden Avenue is a 28-foot wide residential roadway with 2-lanes of travel, a speed limit of 25 MPH and parking on both sides of the road. The roadway crown has been built up over time through past roadway overlay projects (See Attachment 3). Parking along Linden Avenue in the vicinity of City Hall is time-limited to one hour during weekdays between the hours of 8 AM to 5 PM. The installation of red curb as requested by the Fire Department would result in the loss of one parking space. Due to the location of requested red zone and the time-limited parking restriction, the installation of a red curb at this location would not impact nearby residents.

### **RECOMMENDATION:**

Staff suggests the TSPC recommending the City Council's review and approval of the red curb near the fire station driveway entrance to facilitate emergency vehicle ingress.

**DATE PREPARED:**

February 23, 2017

**ATTACHMENTS:**

1. Vicinity Map
2. Photo (Requested Red Zone)
3. Photo (Existing Roadway)





## ATTACHMENT 1 VICINITY MAP





**ATTACHMENT 2**  
**PHOTO (REQUESTED RED ZONE)**







**ATTACHMENT 3**  
**PHOTO (EXISTING ROADWAY)**

